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# THE WILSON BULLETIN

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## EDITORIAL

We earnestly hope that the call of the Secretary to the Annual Meeting will meet with a hearty response from every quarter. To many of our members this will afford the first opportunity to meet and become acquainted with men of national reputation whom you have known only by name hitherto. It is a good thing for all of us to have this personal touch with workers in the same field. There is a certain stimulus in just meeting and speaking with those whose interests are similar to yours. And as hosts to the American Ornithologists' Union we owe it to them and to ourselves to be present and to participate in the program as we are able. And we owe ourselves a short vacation. This is the time to "liquidate."

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The Bird Banders have evidently put in good time and effort this summer. We are more than pleased that so many have gone into this phase of the work. The results of the work will increase in value in a geometrical ratio to the numbers of workers, where stations are so placed that they are in the line of usual movement. Something of the smaller and more local movements will be learned as the work progresses. Mr. Baldwin's contribution to the domestic life of the house wren is a notable example of what may be expected in that phase of banding operations alone. Not the least value of such results is that they are accurate, not assumption. Let the good work go on and the ranks increase.

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The editor completed his fourth excursion from Oberlin to the Pacific Ocean with a class of students, using Ford cars as conveyances, last summer. We did not get the Arctic-Alpine nor the Tropical birds on this trip, but we were in all of the other zones, as well as in all of the other ecological formations. The trip took us through Ohio, Indiana, Illinois, Wisconsin, Iowa, South Dakota, Wyoming, Montana, Idaho, Utah, Nevada and California, including a visit to the Black Hills, Yellowstone Park, Bryce's and Little Zion Canyons and Cedar Breaks in Utah, and ten days on the ocean beach near Los Angeles. It was the most successful trip thus far in some ways. There was almost no car trouble, and very few punctures even, and no even near-accidents—that we were aware of. Either the Fords are getting better all the time or else we are learning better how to handle them; perhaps both. At any rate, 200 miles in a full day's drive was easy to cover, and twice over 300 miles was the day's run. We did not drive long hours, but merely kept going at a good pace. As an outing, a trip of this sort, with congenial people, can hardly be beaten.